



July 30, 2015

Ms. Mona Aglan-Swick, P.E.  
Traffic Engineering Group, Traffic Safety Section  
Arizona Department of Transportation  
1615 W. Jackson St., MD 065R  
Phoenix, AZ 85007-3217

**RE: Highway Safety Improvement Program (HSIP) Project Determination and Application**

**COG/MPO:** MAG

**Agency:** City of Glendale

Procure Emergency Vehicle Preemption Equipment for Priority Signalized Intersections

**Project Name:**

**Project Location:** As a systemic project, the City chose to install EVP at priority Arterial-Arterial signalized intersection locations and other signalized locations that are in close proximity to fire stations that improve response times citywide.

Dear Ms. Aglan-Swick:

The City of Glendale is submitting herewith a project application for local Highway Safety Improvement Program (HSIP) funding. This road safety improvement project was identified through the state network crash data screening process and meets all requirements of Title 23. The proposed request is for procuring Emergency Vehicle Preemption (EVP) equipment at priority Arterial-Arterial signalized intersection locations and other signalized locations that are in close proximity to fire stations in Glendale, Arizona and does not include any non-infrastructure funding request. Implementation of Emergency Vehicle Preemption shall reduce response times and assist in quick clearance of incidents within the City of Glendale. The installation of procured equipment will be performed by in-house staff.

During the most recent five year period ending in 2013, fire department responded to 93 Fatal, 477 serious injury crashes that occurred in the City of Glendale. 19 intersection related crashes at signalized intersections involved Emergency vehicles, including two (2) non-incapacitating crashes and four (4) possible injury crashes. Various studies have shown the likelihood of a secondary crash increases by 2.8% for each minute the primary incident continues to be a hazard and supporting faster response time has a well-documented relationship to the increased likelihood of crash survival. Also, studies have proven that 25% reduction in response time and 70% reduction in crashes involving emergency vehicles with installation of EVP systems.

The City of Glendale has determined that, in accordance with 23 USC 148(a)(4)(A), this project is consistent with the MAG and State's 2014 SHSP. It supports Traffic Incident Management emphasis area(s) and supporting strategy Develop and Implement Procedures that Achieve Safe and Quick Incident Clearance as stated in State SHSP. There is no documented dollar value associated B/C ratio with installation of EVP. But, documented evidence exists that prove reduction in response times. Also, EVP at the proposed locations would be a new installation and City of Glendale currently does not have any EVP at these locations.

The City of Glendale has estimated the total cost of this project to be \$770,822.16. In accordance with Title 23, the Federal share for safety improvement items are eligible to be funded at 100% Federal share per 23 U.S.C. 120(c) as described in Code of Federal Register 23 CFR Part 924. Therefore, the City of Glendale does not propose to contribute any local match for the above-mentioned project. Furthermore, the City of Glendale is not requesting reimbursement for staff time for installation. Table 1 summarizes the anticipated cost estimate projected for this project.

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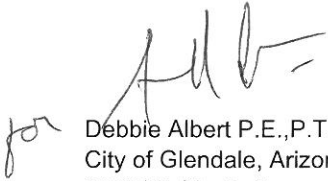
The City of Glendale is aware that, if funded, additional HSIP funds above the attached estimated cost are not available to pay for excess costs and that other funds, whether STP, local or other will have to be provided or secured by the City of Glendale to cover the additional costs or the project will have to be withdrawn and resubmitted in the next call-for-projects.

The City of Glendale agrees to conduct and provide to ADOT TSS on a yearly basis a written before-and-after study utilizing the same crash data included in the countermeasure influence area in order to determine the effectiveness of the countermeasure on fatal and serious injury crashes.

The City of Glendale further understands that Federal funds can only be used once to install or upgrade either a spot or systemic countermeasure and that once installed, the City of Glendale will maintain the countermeasure at or above the standard to which it was installed.

If you have any questions, please contact me at 623-930-2940 or email [DAIbert@GlendaleAZ.com](mailto:DAIbert@GlendaleAZ.com).

Sincerely,



Debbie Albert P.E., P.T.O.E Interim Deputy Public Works Director  
City of Glendale, Arizona  
6210 W. Myrtle Avenue, Ste 112  
Glendale, Arizona 85301

Attachments: Application (excel format) to include cost estimate, vicinity map and/or list of locations



# ADOT FY16 HIGHWAY SAFETY IMPROVEMENT PROGRAM APPLICATION

Agency:	City of Glendale	Title of Project:	Procure Emergency Vehicle Preemption Equipment for Priority Signalized Intersections	
County:	Maricopa	COG/MPO:	MAG	
District:	Phoenix Maintenance	HSIP Funds:	<input type="checkbox"/> STATE <input checked="" type="checkbox"/> LOCAL	
Contact:		Phone:	E-Mail:	
Kiran Guntupalli		623-930-2951	<a href="mailto:kguntupalli@glendaleaz.com">kguntupalli@glendaleaz.com</a>	
Type of Safety Improvement:	Spot: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		Systemic: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
Mark all that apply to your project: <input type="checkbox"/> PE <input type="checkbox"/> Const. <input checked="" type="checkbox"/> Procurement <input type="checkbox"/> Planning <input type="checkbox"/> Non-Infrastructure				
Anticipated Total Cost Estimate:			\$770,822.16	
Anticipated dollar amount of HSIP Funding:			\$770,822.16	
Anticipated Dollar amount of Local Match (5.7%) (5.66%):			\$0.00	
Anticipated Dollar amount of Other:			\$0.00	
Funding Source: <input checked="" type="checkbox"/> 100% HSIP <input type="checkbox"/> 94.3% HSIP <input type="checkbox"/> 94.34% HSIP			Cost Estimate Tab:	6. Phased Cost Est.
<b>Local Initiated Projects</b>				
Anticipated Design Year ( <b>Construction/procurement year cannot be the same</b> ):			<input checked="" type="checkbox"/> FY16 <input type="checkbox"/> FY17 (State)	
If additional ROW is needed, what FY is purchase anticipated?:			<input type="checkbox"/> FY17 <input type="checkbox"/> FY18	
Anticipated Construction Year:			<input checked="" type="checkbox"/> FY16* <input checked="" type="checkbox"/> FY17 <input checked="" type="checkbox"/> FY18	
Administration of Project:		Agency: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADOT: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If competing for State Funds, COG/MPO agrees to transfer TOTAL local HSIP OA to State.				<input type="checkbox"/> YES
Name and Title of COG/MPO Representative:			Margaret Boone, P.E.	
<b>State Initiated Projects</b>				
Anticipated Design Year ( <b>Construction/procurement year cannot be the same</b> ):			<input type="checkbox"/> FY17	
If additional ROW is needed, what FY is purchase anticipated?:			<input type="checkbox"/> FY17 <input type="checkbox"/> FY18	
Anticipated Construction Year:			<input type="checkbox"/> FY17* <input type="checkbox"/> FY18 <input type="checkbox"/> FY19 <input type="checkbox"/> FY20	
<b>Basic Project Information</b>				
1.	Have lower cost countermeasures been considered or implemented?			<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
1a.	If "Yes", describe: If "No", explain why not:	City of Glendale periodically reviews signal phasing and timing at all intersections		
2.	Describe your safety improvement project in detail: (50 words or less)			



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<b>District:</b>	Phoenix Maintenance	<b>HSIP Funds:</b>	<input type="checkbox"/> STATE <input checked="" type="checkbox"/> LOCAL
<b>2a.</b>	The scope of work includes procurement of Emergency Vehicle Preemption(EVP) equipment that could use existing conduit with no ground disturbance. EVP systems are designed to give emergency response vehicles a green light on their approach to a signalized intersection while providing a red light to conflicting approaches. The most commonly reported benefits of using EVP include improved response time there by reducing secondary collisions, improved safety, and cost savings.		
<b>3.</b>	<b>Describe the location of this safety project:</b>		
<b>3a.</b>	As a systemic project, the City chose to install EVP at priority Arterial-Arterial signalized intersection locations and other signalized locations that are in close proximity to fire stations that improve response times citywide.		
<b>4.</b>	<b>What crash data screening method was used to identify this project?</b>		
<b>4a.</b>			
<b>5.</b>	<b>What is the safety justification for the proposed project?</b>		
<b>5a.</b>	FHWA study documents that installing EVP will reduce response times by 25%. Documentation showing the likelihood of a secondary crash increases by 2.8% for each minute the primary incident continues to be a hazard. Documentation supporting Faster response time has a well-documented relationship to the increased likelihood of crash survival (Attached)		
<b>6.</b>	<b>Will there be ground disturbing activities?</b>		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>7.</b>	<b>Is project within applicants permanent ROW?</b>		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<b>7a.</b>	<b>If NO please explain:</b>		
<b>8.</b>	<b>Will any temporary right-of-way acquisitions be required?</b>		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>9.</b>	<b>Will there be any utility relocation needed?</b>		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>9a.</b>	<b>If YES please explain:</b>		
<b>10.</b>	<b>Does Section 4(f) apply to any portion of this project?</b>		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO



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<b>District:</b>	Phoenix Maintenance	<b>HSIP Funds:</b>	<input type="checkbox"/> STATE <input checked="" type="checkbox"/> LOCAL	
10a.	If YES please explain:			
11.	Are there any other issues that may impact or delay development or construction of this project? <span style="float: right;"><input type="checkbox"/> YES    <input checked="" type="checkbox"/> NO</span>			
11a.	If YES please explain:			
12.	Is this project in compliance with revised ADA Standards? <span style="float: right;"><input checked="" type="checkbox"/> YES    <input type="checkbox"/> NO</span>			
12a.	If NO please explain:			
13.	Does the project support Arizona's Strategic Highway Safety Plan? <span style="float: right;"><input checked="" type="checkbox"/> YES    <input type="checkbox"/> NO</span>			
14.	Are there any Studies, RSA's or Other evaluations that support this project? <span style="float: right;"><input type="checkbox"/> YES    <input checked="" type="checkbox"/> NO</span>			
15.	<b>HSIP Roadway Functional Classification:</b>		Urban Principal Arterial - Other	
16.	<b>Average Daily Traffic Volume and Year Collected:</b>		ADT: ~25,000 vpd	2012
17.	<b>What is the source of ADT?:</b>	City of Glendale		
18.	<b>What is the posted speed limit?</b>	40 mph		
19.	<b>Detailed engineer's cost estimate attached:</b>			<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<b>"Systemic" Safety Project</b>				
20.	<b>Completed B/C Ratio Tabulation Sheet Attached (Required):</b>			<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
21.	<b>Most current 3-5 Years Crash Data from ADOT ALISS database sorted by year &amp; severity (required):</b>			<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
22.	<b>What are the inclusive dates of the crash data?</b>		2010-2014	
23.	<b>If purchasing equipment or materials, who will install?</b>		<input checked="" type="checkbox"/> Town/City <input type="checkbox"/> County <input type="checkbox"/> Contractor <input type="checkbox"/> Tribe	
24.	<b>Does the project require proprietary Items (23CFR 635.411)?:</b>			<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
25.	<b>Is a list of locations for systemic projects provided on the attached form?</b>			<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
26.	<b>How are (will) the proposed locations be prioritized for replacement? (explain below)</b>			



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<b>District:</b>	Phoenix Maintenance	<b>HSIP Funds:</b>	<input type="checkbox"/> STATE <input checked="" type="checkbox"/> LOCAL
26a.			
27.	Are the supporting structures in good condition, meet local standards and have an anticipated service life longer than the countermeasure being installed?		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<b>"Spot" Improvement Projects Only</b>			
28.	Completed B/C Ratio Tabulation Sheet Attached (required):		<input type="checkbox"/> YES <input type="checkbox"/> NO
29.	Most current 3-5 Years Crash Data from ADOT ALISS database sorted by year & severity (required):		<input type="checkbox"/> YES <input type="checkbox"/> NO
30.	What are the inclusive dates of the crash data?		
31.	Have any infrastructure changes occurred within the work limits of this project during the years the crash data covers?		<input type="checkbox"/> YES <input type="checkbox"/> NO
32.	If YES please explain:		
33.	Project vicinity map is provided:		<input type="checkbox"/> YES <input type="checkbox"/> NO
34.	Project work limits map is provided:		<input type="checkbox"/> YES <input type="checkbox"/> NO
<b>SHSP - All Projects</b>			
35.	Which SHSP Emphasis Area (EA) does this project support?:	Traffic_Incident_Management	
35a.	Which EA Strategy does it support?:	(Secondary Crashes) Develop and implement procedures that achieve safe and quick incident clearance.	
35b.	Does this project support a second SHSP EA? If so, which EA.:		
35c.	Which EA Strategy supports the second EA?		
35d.	Does this project support a third SHSP EA? If so, which EA.:		



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<b>District:</b>	Phoenix Maintenance	<b>HSIP Funds:</b>	<input type="checkbox"/> STATE <input checked="" type="checkbox"/> LOCAL	
35e.	Which EA Strategy supports the third EA?			
36.	Does this project support one of the nine FHWA proven countermeasures?: <span style="float: right;"><input type="checkbox"/> YES    <input checked="" type="checkbox"/> NO</span>			
36a.	If so, which countermeasure?:			
37.	Does this project support one of the three Arizona Focus Areas?: <span style="float: right;"><input checked="" type="checkbox"/> YES    <input type="checkbox"/> NO</span>			
37a.	If so, which focus area?: Intersection			
38.	Which HSIP Improvement Category does this project support?: Intersection_Traffic_Control			
38a.	Which HSIP Improvement Sub-Category does this project support?: Systemic improvements – signal-controlled			
39.	Does your COG/MPO have a Strategic Transportation Safety Plan (STSP)?: <span style="float: right;"><input checked="" type="checkbox"/> YES    <input type="checkbox"/> NO</span>			
39a.	If "YES", does this project support an Emphasis Area in the COG/MPO STSP?: <span style="float: right;"><input checked="" type="checkbox"/> YES    <input type="checkbox"/> NO</span>			
39b.	List the EA: Decrease response times and achieve quick clearance of incidents			
40.	Are any temporary safety countermeasures needed prior to this permanent solution being installed? <span style="float: right;"><input type="checkbox"/> YES    <input checked="" type="checkbox"/> NO</span>			
40a.	If yes, please explain:			
<b>B/C Ratio and Weighted Score</b>				
41.	The calculated B/C Ratio is:	0.00	The Weighted Score is:	0.00
<b>Non-Infrastructure Project or Element</b>				
42.	Does the crash data for this project indicate any of the following driver/pedestrian/bicyclist behaviors contributed to the identification of this project location?			
42a.	Impaired Driving (Alcohol or Drug)			<input type="checkbox"/> YES <input type="checkbox"/> NO
42a.	Occupant Protection			<input type="checkbox"/> YES <input type="checkbox"/> NO
42a.	Pedestrian and Bicycle Safety			<input type="checkbox"/> YES <input type="checkbox"/> NO
42a.	Motorcycle Safety			<input type="checkbox"/> YES <input type="checkbox"/> NO
42a.	Police Traffic Services/Speed Control			<input type="checkbox"/> YES <input type="checkbox"/> NO
42a.	Lack of accurate/complete crash data			<input type="checkbox"/> YES <input type="checkbox"/> NO

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<b>District:</b>	Phoenix Maintenance	<b>HSIP Funds:</b>	<input type="checkbox"/> STATE <input checked="" type="checkbox"/> LOCAL
42a.	Emergency Medical Services		<input type="checkbox"/> YES <input type="checkbox"/> NO
42b.	If "YES" to any of the above, has a grant proposal been submitted to any other agency/source for funding for the non-infrastructure portion of this project?		<input type="checkbox"/> YES <input type="checkbox"/> NO
42b.	If "NO", then explain why other sources have not been explored.		
42b.			
42b.	If "YES", then a copy of the proposal and disapproval must be submitted as an attachment.		
42c.	Is a letter attached from the agency department, i.e. PD, implementing this NI element if the agency is different from the "road owner"?		<input type="checkbox"/> YES <input type="checkbox"/> NO



Agency:		Name of Project:	Procure Emergency Vehicle Preemption Equipment for Priority Signalized Intersections- Local Agency Staff Installs					
Project Cost Estimate Worksheet								
Project Cost Estimate:	Description:	Quantity:	Cost (Unit):	Total Cost	HSIP:	Local Match:	Other Amt:	TOTAL COST
Preliminary Engineering:				\$ -	\$ -	\$ -	0.00%	\$ -
ADOT Admin Costs - Phase 1:		1	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ -	\$ -	\$ 30,000.00
Total Phase 1 - Project Year 1				\$ 30,000.00	\$ 30,000.00	\$ -	\$ -	\$ 30,000.00
ADOT Admin Costs-Year 2:		1	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ -	\$ -	\$ 30,000.00
Materials:	Emergency Vehicle Preemption Equipment							
Materials:	Radio Units	10	\$ 3,051.00	\$ 30,510.00	\$ 30,510.00	\$ -	\$ -	\$ 30,510.00
Materials:	Installation Cable	10	\$ 2,680.00	\$ 26,800.00	\$ 26,800.00			\$ 26,800.00
Materials:	Vehicle Equipment	3	\$ 600.00	\$ 1,800.00	\$ 1,800.00			\$ 1,800.00
Materials:	Central Management Software	17	\$ 3,500.00	\$ 59,500.00	\$ 59,500.00			\$ 59,500.00
Materials:	CMS Maintenance Agreement( 3 Years)	1	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00			\$ 35,000.00
Materials:		1	\$ 15,750.00	\$ 15,750.00	\$ 15,750.00	\$ -	\$ -	\$ 15,750.00
Sub-Total Material Cost - Phase 2				\$ 169,360.00	\$ 169,360.00	\$ -	\$ -	\$ 169,360.00
Sales Tax:		10.00%		\$ 16,936.00	\$ 16,936.00	\$ -		\$ 16,936.00
Equipment and Installation Sub-Total Phase 2 - Year 2				\$ 186,296.00	\$ 186,296.00	\$ -	\$ -	\$ 186,296.00
Construction Admin :		14.00%		\$ 26,081.44	\$ 26,081.44	\$ -	\$ -	\$ 26,081.44
Contingencies :		5.00%		\$ 9,314.80	\$ 9,314.80	\$ -	\$ -	\$ 9,314.80
Post Design:		1.00%		\$ 1,862.96	\$ 1,862.96	\$ -	\$ -	\$ 1,862.96
Administration Sub-Total Phase 2 - Year 2				\$ 37,259.20	\$ 37,259.20	\$ -	\$ -	\$ 37,259.20
Total Phase 2 - Project Year 2				\$ 253,555.20	\$ 253,555.20	\$ -	\$ -	\$ 253,555.20
ADOT Admin Costs-Year 3:		1	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -	\$ 15,000.00
Materials:	Emergency Vehicle Preemption Equipment	38	\$ 3,051.00	\$ 115,938.00	\$ 115,938.00	\$ -	\$ -	\$ 115,938.00
	Radio Units	38	\$ 2,680.00	\$ 101,840.00	\$ 101,840.00			\$ 101,840.00
Materials:	Vehicle Equipment	40	\$ 3,500.00	\$ 140,000.00	\$ 140,000.00	\$ -	\$ -	\$ 140,000.00
Sub-Total Material Cost - Phase 3				\$ 357,778.00	\$ 357,778.00	\$ -	\$ -	\$ 357,778.00
Sales Tax:		10.00%		\$ 35,777.80	\$ 35,777.80			\$ 35,777.80
Equipment and Installation Sub-Total Phase 3 - Year 3				\$ 393,555.80	\$ 393,555.80	\$ -	\$ -	\$ 393,555.80
Construction Admin :		14.00%		\$ 55,097.81	\$ 55,097.81	\$ -	\$ -	\$ 55,097.81
Contingencies :		5.00%		\$ 19,677.79	\$ 19,677.79	\$ -	\$ -	\$ 19,677.79
Post Design:		1.00%		\$ 3,935.56	\$ 3,935.56			\$ 3,935.56
Administration Sub-Total Phase 3 - Year 3				\$ 78,711.16	\$ 78,711.16	\$ -	\$ -	\$ 78,711.16
Total Phase 3 - Project Year 3				\$ 487,266.96	\$ 487,266.96	\$ -	\$ -	\$ 487,266.96

<b>ADOT Admin Costs-Year 4:</b>				\$	-	\$	-	\$	-	\$	-
Materials:				\$	50.00	\$	-	\$	-	\$	-
Materials:				\$	6.00	\$	-	\$	-	\$	-
<b>Sub-Total Material Cost - Phase 4</b>				\$	-	\$	-	\$	-	\$	-
Sales Tax:			<b>10.00%</b>	\$	-	\$	-	\$	-	\$	-
<b>Equipment and Installation Sub-Total Phase 4 - Year 4</b>				\$	-	\$	-	\$	-	\$	-
Construction Admin :			<b>14.00%</b>	\$	-	\$	-	\$	-	\$	-
Contingencies :			<b>5.00%</b>	\$	-	\$	-	\$	-	\$	-
Post Design:			<b>1.00%</b>	\$	-	\$	-	\$	-	\$	-
<b>Administration Sub-Total Phase 2 - Year 2</b>				\$	-	\$	-	\$	-	\$	-
<b>Total Phase 4 - Project Year 4</b>				\$	-	\$	-	\$	-	\$	-
<b>Total Request</b>				\$	770,822.16	\$	770,822.16	\$	-	\$	770,822.16



**Crashes Involving Emergency Vehicles at Signalized Intersections (2010-2013)**

IncidentID	Date Time	InjurySeverity	Onroad	Crossing Feature
2726502	4/19/2013 20:11	2	07 59TH AVE	07 THUNDERBIRD RD
2582625	12/29/2011 13:48	1	07 PEORIA AVE	07 51ST AVE
2401328	3/27/2010 12:47	1	07 BELL RD	07 57TH AVE
2329111	1/14/2010 17:20	3	07 67TH AVE	07 GLENDALE AVE
2765178	7/31/2013 12:09	2	GLENDALE AVE	95TH AVE
2644273	6/30/2012 14:28	1	07 67TH AVE	07 OLIVE AVE
2617290	3/5/2012 13:45	1	07 MARYLAND AVE	07 60TH AVE
2690781	12/9/2012 8:54	1	07 BETHANY HOME RD	07 67TH AVE
2442952	1/21/2011 14:13	2	07 59TH AVE	07 HAYWARD AVE
2606449	3/12/2012 12:39	2	07 PEORIA AVE	07 51ST AVE
2531595	6/24/2011 14:00	1	07 CAMELBACK RD	07 51ST AVE
2745278	6/20/2013 17:30	1	07 51ST AVE	07 OLIVE AVE
2719091	2/24/2013 14:34	1	07 51ST AVE	07 PEORIA AVE
2499694	2/20/2011 14:09	1	07 CAMELBACK RD	07 67TH AVE
2548385	8/1/2011 3:57	3	07 67TH AVE	07 KEIM DR
2473213	11/5/2010 13:35	1	07 OLIVE AVE	07 59TH AVE
2519296	3/4/2011 21:14	1	07 BETHANY HOME RD	07 45TH AVE